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28 May 1956

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COMNAVGER

EAST GERMANY/Vessels developed for the VP-SEE

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This report gives a bread survey of classes of vessels in development and construction for VP-SEE. It is also indicated that numerous research projects, engines, sonar, compasses, minesweep gear, etc., are in development.

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1. Submarines.

VP-SEE will not have any submarines in a near future as Admiral VERNER had repeatedly said that the "BALTIC is unsuitable for submarine warfare".

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2. PT-boats of FORELLE-class.

Official names for this class were "Torpedoschnellboot" and "FORELLE I - Spezialschiff". Dimensions of this class were 25.56 meters overall length, 7.14 meters beam, 1.04 meters draft fully equipped, about 2.6 meters height of top deck; 60-ton displacement. The armament was one 2.5-centimeter twinmount forward, 1 1.27-centimeter twinmount aft, and 2 fixed torpedo tubes (1 at either side). The guns were to be furnished by Russia. the FORELLE-class will get Russian torpedo tubes. For each tube, 2 torpedoes were to be carried aboard; 1 loaded in the tube and the other in reserve. FORELLE-class craft were to be propelled by 2 20-KVD-25 marine diesels of 2,500-HP each. Cruising speed in No. 3 sea was to be 40 knots; endurance at 40-knot speed was to be 400 nautical miles. The class was to have twin screws. the first 3 FORELLE-

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class units building at present (FOHELLE # 0, # 1, and # 2) were to have 2 or 3-blade propellers, every individual blade of which would completely around the shaft. Complement was to be 11 officers and men. Russian naval experts inspecting FOHELLE # 0 in the fall of 1955 suggested the following: instead of having torpedoes carried in and launched from fixed torpedo tubes, they suggested to have them carried in lashings along the 2 rail and to have them launched by just "throwing them over the side"; they critisized height of about 2.6 meters of the top deck above keel and suggested it be decreased. Redesigning has been underway since then. The craft were planned to be equipped with either "Elektrolytkompass" or with "Projektionskompass" both in development.

3. FOHELLE-class forerunners M1, M2, M3.

Forerunners of FOHELLE-class were three 8 to 10-meter s long aluminum craft built by ROSSLAU Shipyard, (as were FOHELLE-class units). They were M1, M2, and M3; the letter M stood for "Modellboot". The craft were built by a number of former JUNKERS-plant aluminum workers. All 3 M-class craft were equipped with 2 marine diesels and 2 propellers each. They served as test models in order to find out the best hull design and data on potential speed for later FOHELLE-class. For test runs, M-class craft were equipped with several logs and other measuring instruments. M3, with a stepped stern, was a poor design because of many eddies under and aft of the stern. New tests began with M3 in mid 1955, although it had been decided to have the first 3 FOHELLE-class units built after M2-design.

4. FALKE-C - class.

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25X1 Official designation for this class was "Geleitzersteerer" (DE). Chief designer Herr KLEWITZ had invisioned designing a ship capable of over 30 knots with 2 steam turbines of 10,000 HP each and 1 one 2,500-HP marine diesel.

26 to 28 knots! Steam turbines to be installed had been designed in the USSR. The Russians were not willing to let the SOVZONE have drawings of their [redacted] turbines. [redacted] the fact could result in cancellation of FALKE-C [redacted] project. The turbines in question were said to have been in operation in the USSR for some time. Herr KLEWITZ, chief of ISW, told source that every FALKE-C unit will cost DM East 22,000,000 and that PEENE Shipyard at WOLGAST had been selected to build them.

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5. KRAKE-class.

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This class was designed as mine-laying and mine-sweeping ships. Dimensions will be: 63 meters overall length, 8.4 meters beam, 2.3 meters draft fully equipped; [redacted]'741-ton displacement. Armament will comprise: one 8.5 centimeter single-mount, five 2.5 centimeter twin-mounts, and one 2.7 centimeter single-mount. Number of mines and depth charges was unknown. Cruising speed was to be 17 knots with endurance of 3,500 miles. Complement was 94 officers and men. Nautical equipment was to include gyro-pilot automatic plotter, and a rudimentary CIC. Radio gear includes one 120-watt transceiver, one 300-watt [redacted] ultrashortwave voice-radio transceiver, and one direction finder with visual presentation.

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For employment as submarine chaser, the craft will be equipped with TAMIR-type sonar gear and depth-charge launchers. The craft will have mine-tracks for planting mines and will have the following minesweeping gear: Moored mine ~~m~~ sweep with mechanical and explosive cutter and power generators for towed-coil magnetic sweep.

6. KS-boat class, 2nd Model.

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25X1 although officially referred to as HAI-class, the KS-boat-class-2nd-model was not similar to the HAI-class-submarine-chasers. why the KS Model 2 had been designated as HAI-class. it occurred and was 25X1 carried through on all the official documents. The 2nd model of KS-boat class differed from the 1st in some constructional features and was to have different engines and propellers. Instead of old JUMO engines which had proved a complete failure, the 2nd design will have 6 or 8 or 10-cylinder diesels to be developed from type 20-KVD-25 diesels by INSTITUT FUER MOTORENBAU LUDWIGSFELDE. Instead of 3 propellers, the 2nd design will have 2 propellers. The project, officially and erroneously referred to as "KS" - Hai 2.Bauausfuehrung", was among those ordered and paid for by MT FUER TECHNIK (See ref (a)) on behalf of VP-SEE. It also was among those ordered and paid for by VP-SEE directly. The VP-SEE officially referred to it as "K3-Boot - Spezialschiff". DM East 60,000 had been approved for 1956 work on the project.

7. SCHWALBE-class.

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this class of mine-laying and minesweeping craft were: 25 meters overall length, 4.43 meters beam, 1.10 meters draft fully equipped; 60-ton displacement. They have a ~~xxxx~~ cruising speed of 10.6 knots with an endurance of 440 nautical miles. Their armament comprised one 2.5-centimeter twin-mount and one 1.27-centimeter twinmount. They can carry an unknown number of mines. When towing minesweeping gear, the craft make only 5 to 6 knots which was considered too slow by VP-SEE headquarters. For the latter reason, the Institut Fuer Schiffbau Technik at WOLGAST began designing a new type of SCHWALBE-class at the end of 1955. Complement numbered 12 officers and men. Besides having minetracks for laying mines, the craft was equipped with moored sweep gear with mechnical and explosive cutters. New equipment planned to be installed in SCHWALBE-class were shallow-water echo sounding gear, and either "Elektrolytkompass" or "Projektionskompass". All 3 devices were still being developed yet in ~~xx~~ April 1956. As direction finding gear of "Goniometerpeiler"-type with loop antenna had proved to heavy for SCHWALBE-class, in 1954, the class was planned to be equipped with ~~a~~ a direction finder with visual presentation being developed.

8. HAI-class submarine chasers.

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For the 4,500-HP gas turbines to be installed in HAI-class units, a special adjustables pitch propeller was scheduled to be developed. This class was to be equipped with depth-charge projectors; at least 2 at either side abaft the bridge. As the new sonar gear being developed in the SOVZONE had been assigned the name "Unterwasserertungsgeraet HAI", it was to be installed in HAI-class sub-chasers.

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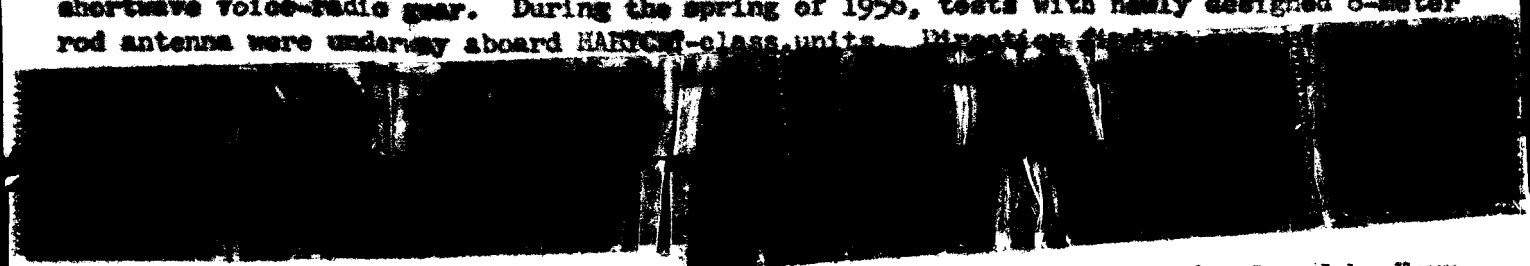
9. HABICHT-class. 25X1

[redacted] briefly describe this class of mine-laying and mine-sweeping craft as follows: Dimensions: 62.15 meters overall length, 8 meters beam, 2.20 meters draft fully equipped; 731-ton displacement. Cruising speed was 17 knots, endurance was 4,200 nautical miles at 17 knots. Armanent comprised one 8.5-centimeter single-mount, four 2.5-centimeter single-mounts, and one 2.7-centimeter twin-mount. The craft can carry an unknown number of mines and depth charges. Complement is numbered 79 officers and men. Tracks for laying mines were at either side of the deck. They were flush about 14 meters long, and about 40 centimeters wide. The class had moored mine sweep gear, and a towed-coil magnetic sweep and a magnetic tail. In 1955/56, the class had been scheduled to be equipped with depth-charge launchers. 300-watt transceivers hitherto installed in HABICHT-class had proved to heavy for these craft. They will be replaced by newly developed 100 and 120-watt transceivers. The class will also be equipped with newly developed 300-watt ultra-shortwave voice-radio gear. During the spring of 1956, tests with newly designed 8-meter rod antenna were underway aboard HABICHT-class units. Direction finder



This six class planned as fast VP-GRENZE craft had been designed and developed by Herr SCHLACK at KEM for a maximum speed of 25 knots. [redacted] SKORPION-class may be considered forerunners of HAI-class submarine chasers. Though VP-SEE had obtained 25X1

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